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Definitions

Airport Noise Zone (ANZ): An area of land surrounding the airport within which noise levels are equal to or greater than DNL 65 dBA.

Code of Maryland Regulations (COMAR): requires MAA to control development in areas where noise levels are DNL 65 dBA or more.

Decibel (dBA): An exponential unit of measurement of sound pressure adjusted for the human ear's response to particular frequencies.

Day-Night Average Sound Level (DNL or Ldn): A descriptor of 24-hour noise that assigns a nighttime penalty.

Sound Exposure Level (SEL): A term used to describe noise from a single event. It takes into account both the maximum level (Lmax) and duration of the event.

This report was prepared by the Maryland Aviation Administration Division of Noise, Real Estate and Land Use Compatibility Planning. For further information, please call 410.859.7375.

Summary

This report provides a review of the aviation noise abatement program for the second quarter of 2014 (April 1 to June 30). Included in this report is information on jet aircraft operations, observance rates for noise abatement procedures, complaints received about aircraft noise, and community outreach efforts by the Maryland Aviation Administration (MAA). Information on noise levels at permanent noise monitoring sites will be provided in future reports when new noise monitors are installed.

- Average daily jet flights were approximately 588 per day during the 2nd quarter of 2014, compared to 630 per day for the 2nd quarter of 2013.
- Night-time operations averaged 79 per night for the 2nd quarter of 2014 which is compared to 82 for the 2nd quarter of 2013.
- A total of 130 calls and e-mail complaints were made to the Noise Office during the 2nd quarter of 2014 compared to 93 calls/e-mails during the 2nd quarter of 2013.
- The Airport operated in west flow direction for 64% percent of the time during the 2nd quarter of 2014.

Aviation News Items of Interest

- Baltimore/Washington International Thurgood Marshall Airport has started improvement work on one of its two primary commercial runways. Runway 15R-33L has been closed periodically throughout early 2014 in preparation for construction activities. A full closure will start in July for approximately 90 days, weather permitting.
- Southwest Airlines is now offering its mobile boarding pass option for their customers, which means Southwest customers now only need an ID and cell phone to check-in. BWI joins three other airports including Orlando, Chicago and Phoenix in using the mobile boarding. Southwest expects to have mobile boarding in all U.S. cities the company flies by the end of the Summer 2014.
- For the second year, BWI Bike Rental will provide bike rental service on weekends when the temperature is above 50 degrees. Located at 2301 Dorsey Rd in Glen Burnie, the shop is convenient to the 11 mile BWI Trail. Adult, children's, and tandem bikes are available for rental.

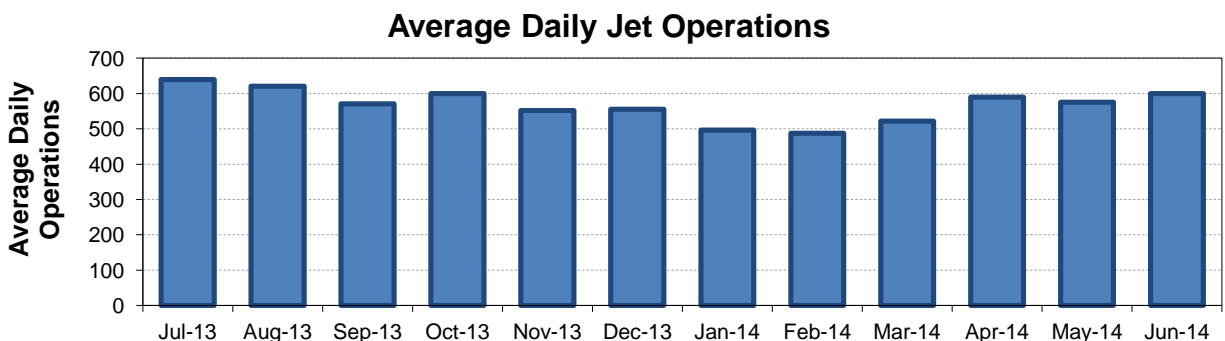
Airport Operations

This section presents information on the level of operational activity at BWI Marshall, including air traffic levels by jet aircraft, runway use, and flight corridors.

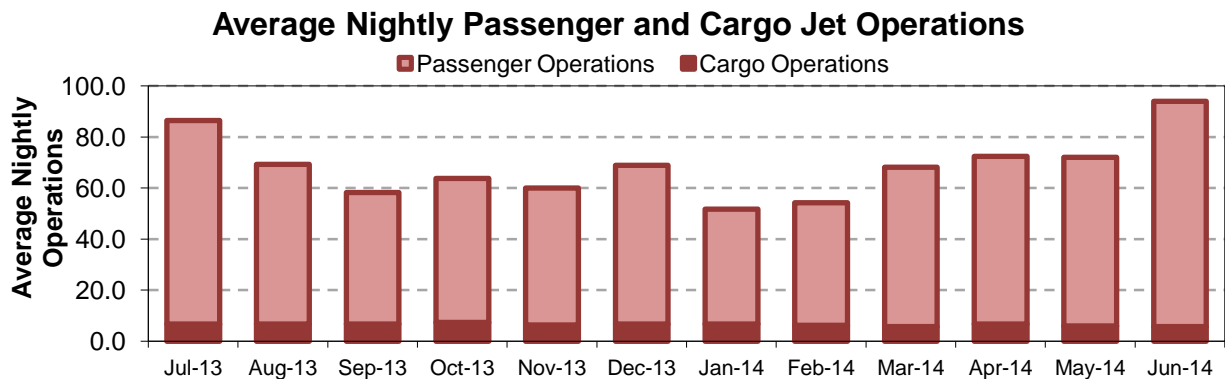
Overall Activity Levels and Nighttime Activity

The graph below presents the average number of daily jet flights at BWI Marshall, including all arrivals and departures by business jets and air carrier aircraft. The figure also presents data for the preceding nine months, for a twelve-month total.

The average daily number of jet operations during the 2nd Quarter of 2014 was 588 as compared with 630 in the 2nd Quarter of 2013.



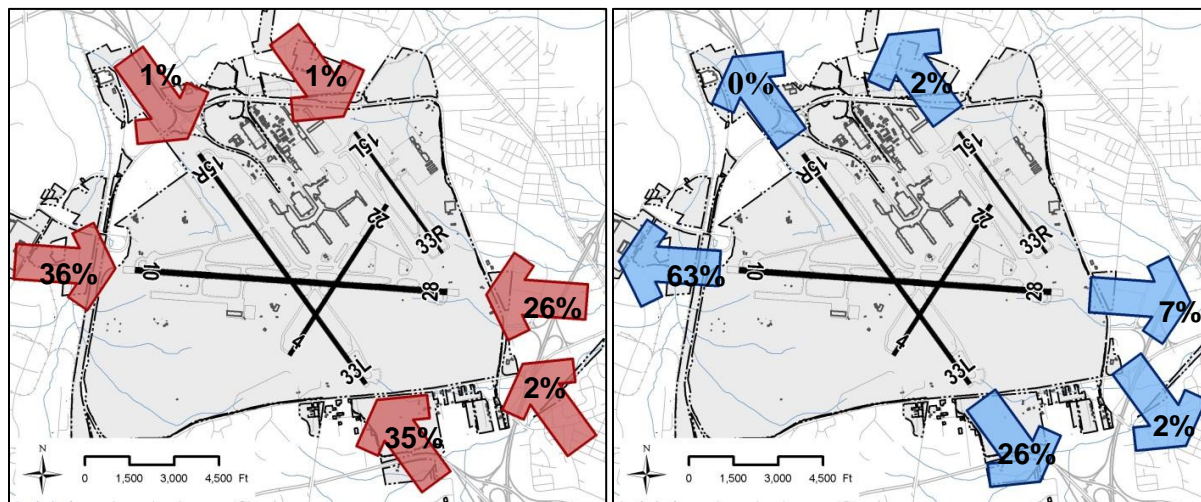
The following figure presents nighttime air carrier, business jets and cargo jet operations. At BWI Marshall, a nighttime operation is defined as an arrival flight or departure flight that occurs between the hours of 10 pm and 7 am. The average number of nighttime jet operations was approximately 79 per night during the 2nd Quarter of 2014, while 83 were reported during the 2nd Quarter of 2013. The average number of nighttime cargo operations was approximately 6 per night during the 2nd Quarter of 2014, down slightly from the 7 per night during the 2nd Quarter of 2013.



Runway Use

The MAA maintains a preferential runway use program to minimize the aircraft noise impact on neighboring communities. For noise abatement purposes, west flow (aircraft departures to the west) is more desirable since a smaller population is impacted by aircraft noise when BWI Marshall operates in a west flow direction. Prevailing wind speed, direction and weather factors determine the direction of air traffic flow. Aircraft usually take off and land into the wind to meet safety and operational requirements.

The figures below show all jet¹ runway use for the 2nd Quarter of 2014. During east flow, all jet aircraft primarily depart from Runway 15R and arrive on Runway 10. During west flow, all jet aircraft normally depart from Runway 28 and arrive on Runway 33L. Historical trends result in annual average west flow of about 70%.



All Jet Arrival Runway Use, 2nd Quarter 2014

All Jet Departure Runway Use, 2nd Quarter 2014

Flight Corridors

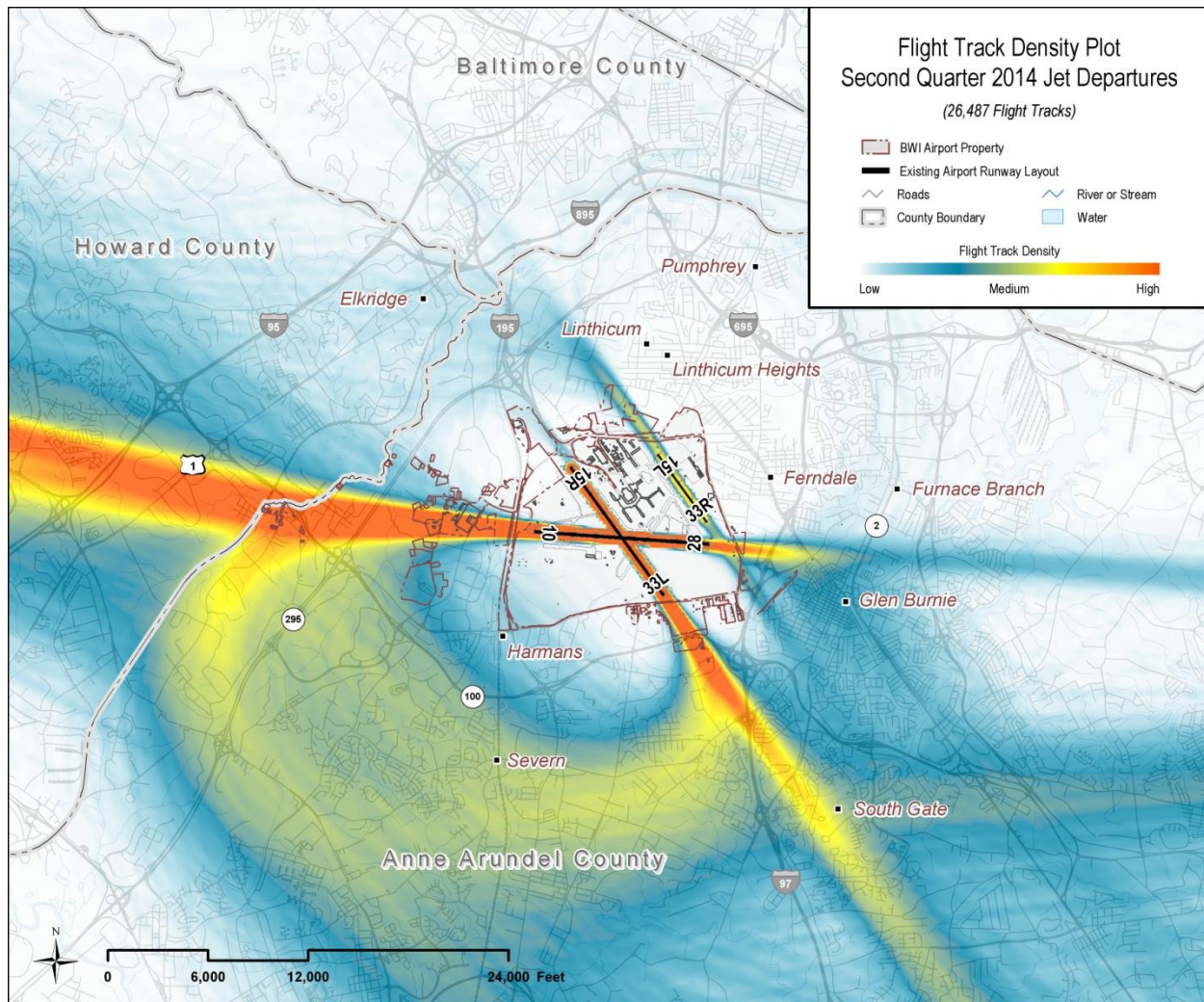
The following figures depict the flight density at BWI Marshall for the arrival and departure air traffic in east and west flow operations:

- All jet departures second quarter
- All jet arrivals second quarter

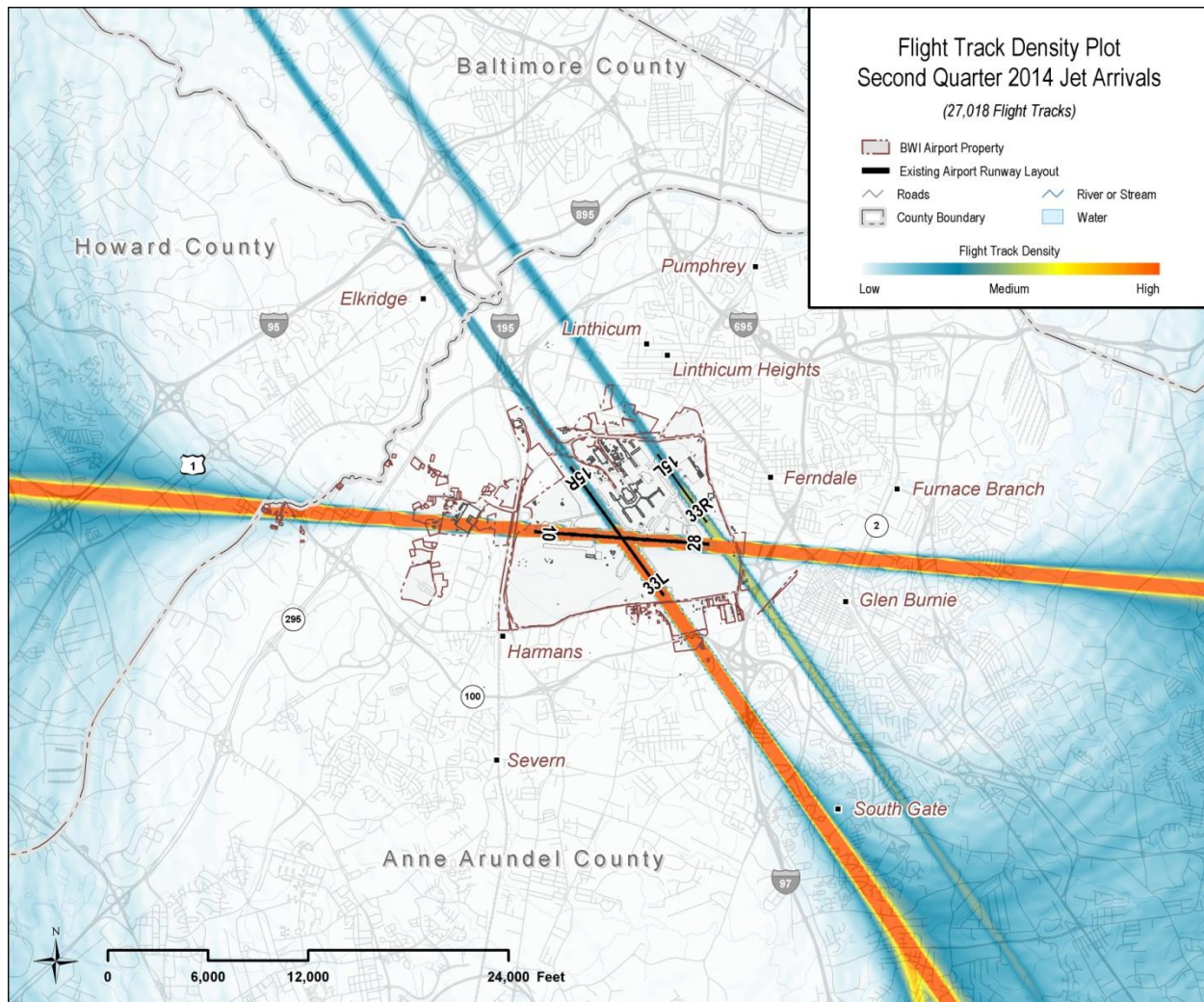
These “flight track density plots” use color gradations to depict the flight track geometry, dispersion, and relative frequency of overflights in areas of interest. The color ranges are assigned based on the relative density of aircraft operations during the 2nd Quarter of 2014.

¹ “All jet” includes commercial air carrier as well as private (corporate) jet aircraft.

Second Quarter 2014



Second Quarter 2014

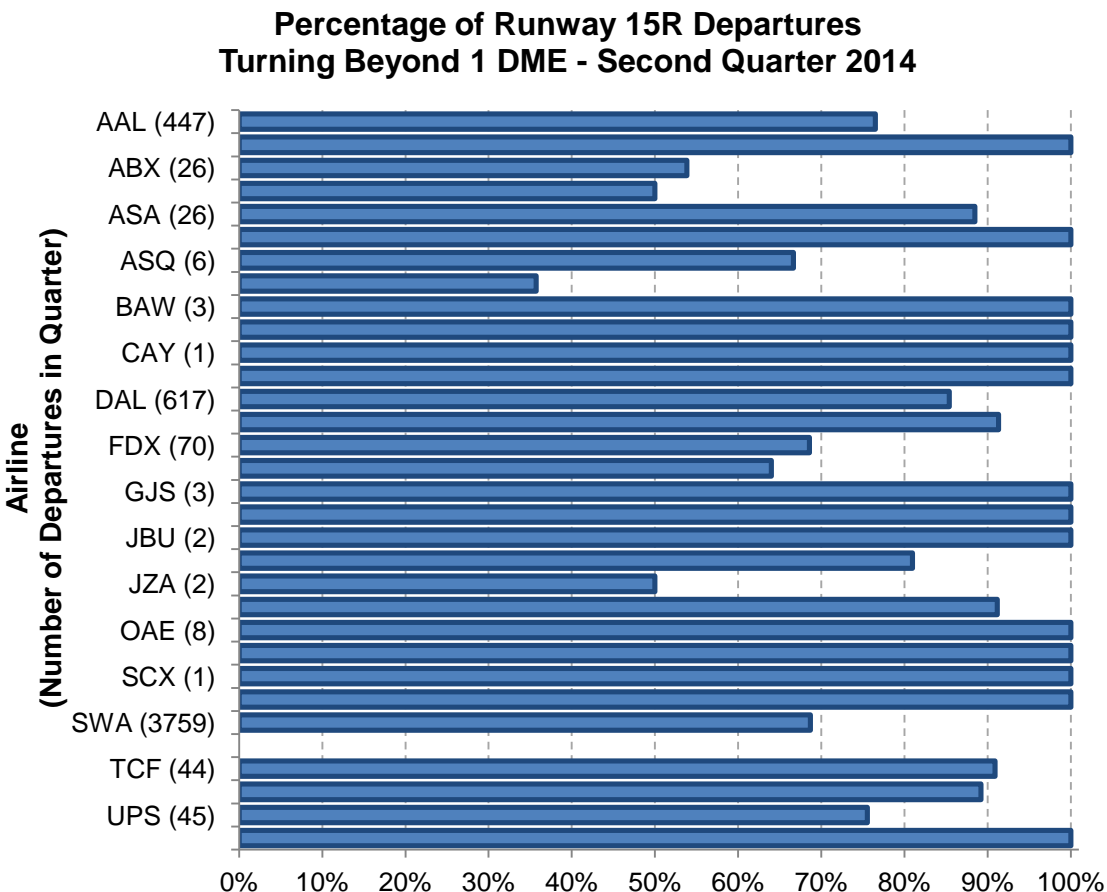


Observance of Noise Abatement Procedures

In order to encourage on-going compliance with the voluntary noise abatement procedures developed for BWI Marshall, a *Quarterly Airline Performance Report* is generated for the major carriers and cargo operators. Data is obtained from our noise and operations monitoring system and the two noise abatement procedures of most interest to the local communities are evaluated. These procedures are:

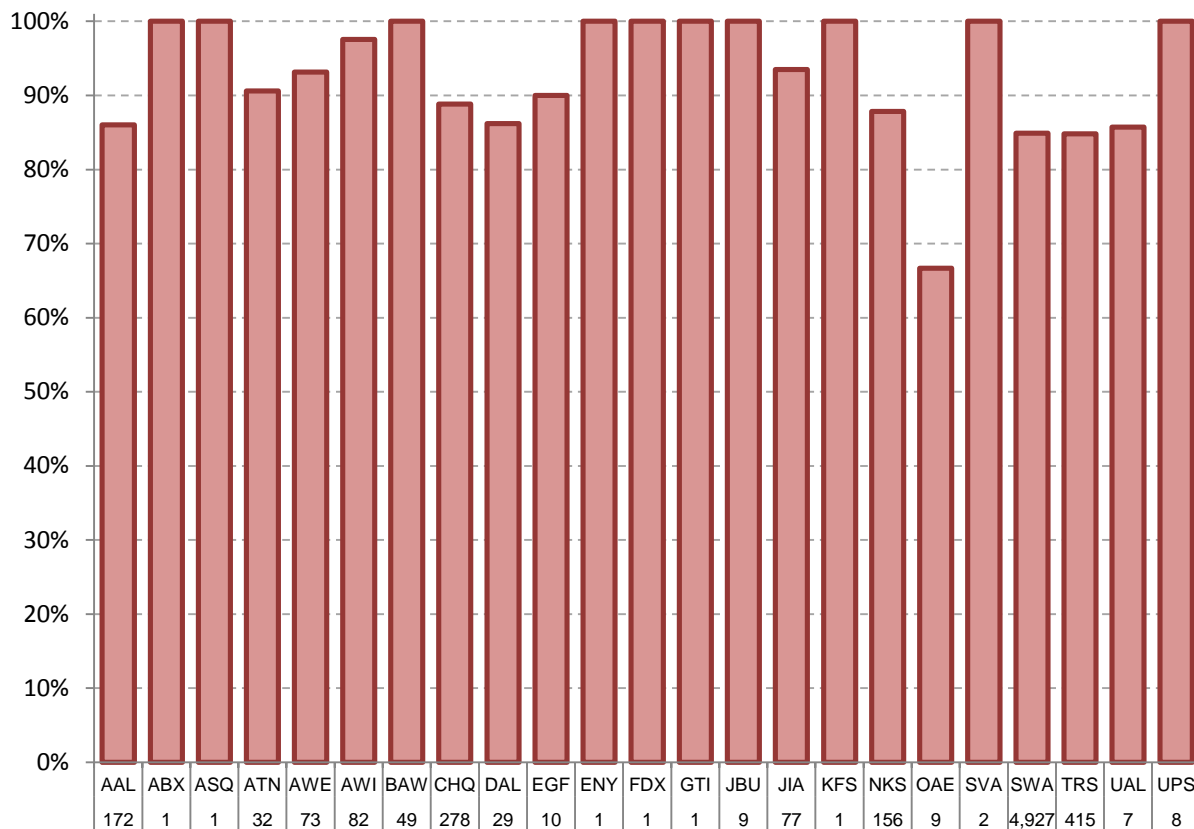
1. Runway 15 Right departures initiating their right turns at, but not prior to, 1 DME
2. Runway 28 departures initiating their turns at, but not prior to, 3 DME

The following graphs were derived from the Quarterly Airline Performance Report for the 2nd Quarter of 2014. They show the percentage of flights for each airline which comply with each of the two procedures. DME stands for Distance Measuring Equipment, and is measured slant range from the navigational aid located near the center of the Airport. One DME equals one nautical mile.



Second Quarter 2014

**Percentage of Runway 28 Departures
Turning Beyond 3 DME - Second Quarter 2014**



Airline
(Number of Departures in Quarter)

Outreach

The MAA engages in on-going efforts to enhance the level of communication and interaction between the Airport and area residents. The MAA Noise Office is a point of contact for listening to and responding to Airport-related community concerns.

The Division of Noise, Real Estate and Land Use Compatibility Planning monitors services provided to the local community to promote public education, communication and the number of responses to requests for portable noise monitoring. Specific services or activities provided by the MAA and the Noise Office are listed below, along with the number of events or recorded reports.

Public Education & Activities –2nd Quarter 2014

Committee Meetings	1
Community Meetings	1
Community Noise Monitoring Reports	3
Airport Zoning Permits	62
Mailings	1

Community Enhancement Grant Program

Maryland Senate Bill 276 established an 11-member “Citizens Committee for the Enhancement of Communities Surrounding Baltimore/Washington International Thurgood Marshall Airport.” The intent of this legislation is to provide some benefit to those citizens living in communities impacted by the daily operation of BWI Marshall by allowing them the opportunity to apply for grants for transportation-related projects such as sidewalks, speed humps, street lights, etc. These communities must be located within the most recently certified Airport Noise Zone or within two miles of the outermost noise contour.

The Community Enhancement Grant Committee met on May 13, 2014. Two grants were submitted for consideration and one grant was approved for funding. The total amount awarded was \$39,434.00.

The 2nd Quarter 2014 specific grant information is as follows:

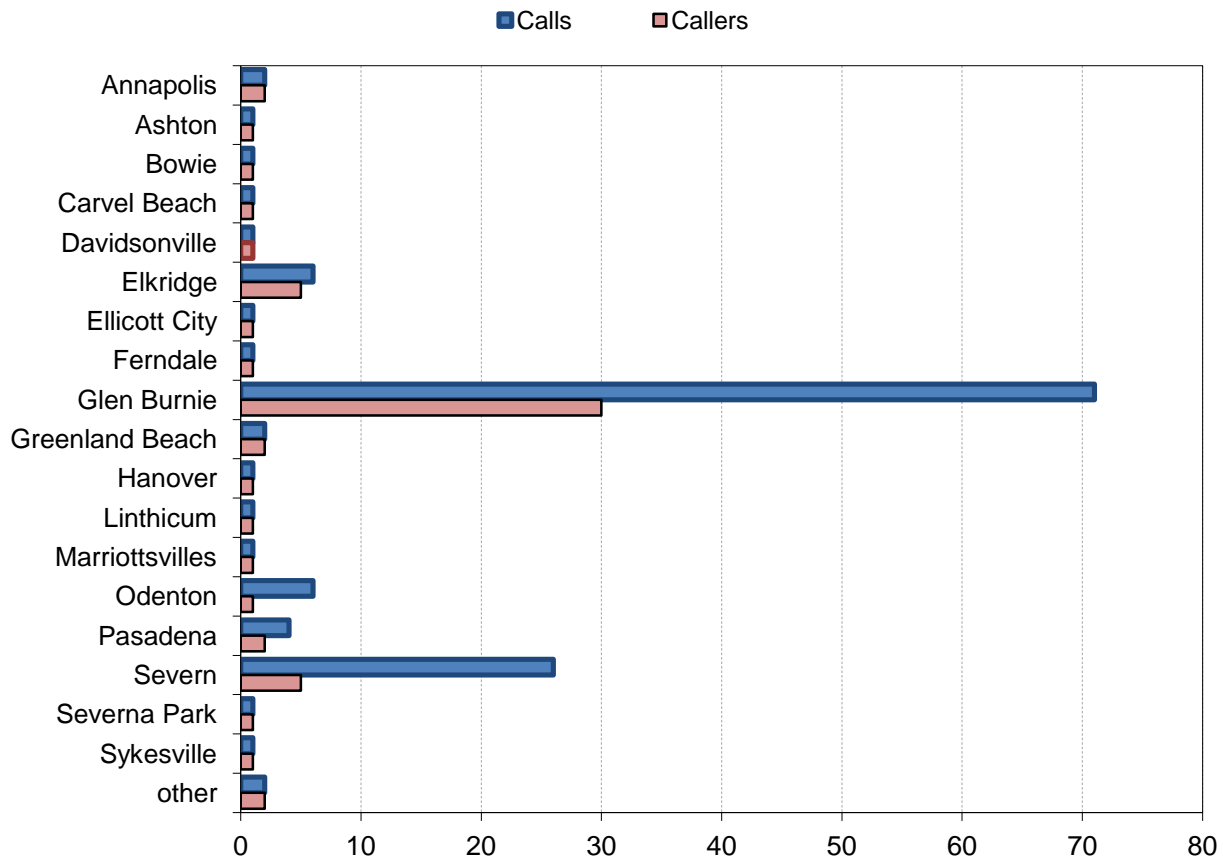
1. Grant #14-15 Severn Crest Homeowners Association for landscaping; \$64,028.00. The Committee requested that an amended application be submitted (see grant #14-15a).
2. Grant #14-16 Village of Olde Mill for a bike/walking path; \$72,000.00. The Committee determined that the grant request did not qualify under the requirements of the application.
3. Grant #14-15a Severn Crest Homeowners Association (amended application); \$39,434.00 for landscaping.

Airport Noise Hotline Calls

The MAA maintains a 24-hour Airport Noise Hotline at 410-859-7021. Staff is available during normal business hours to discuss aircraft noise concerns directly with callers. Voicemail is available for recording noise concerns at night and on weekends. The graph below shows the number of calls, e-mails and callers per community for the quarter.

There were 130 calls during the 2nd Quarter of 2014 compared to 93 calls during the 2nd Quarter of 2013.

Number of Noise Calls and Callers per Community



130 total calls

BWI Marshall Neighbors Committee

The BWI Marshall Neighbors Committee was established in December 1983 and serves as a liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual airport and community interests. The Committee serves as a forum for exchanging information, ideas and suggestions. Examples of interests include, but are not limited to:

1. Ground access (highways, light rail, etc.),
2. Long-range transportation planning issues,
3. Operational changes (construction, maintenance and air traffic control),
4. Noise abatement and other environmental issues,
5. Parking and ground transportation; and
6. Land use planning.

The BWI Marshall Neighbors Committee consists of the following groups:

- Columbia Council
- Greater Elkridge Community Association
- Elmhurst Improvement Association
- Glen Burnie Improvement Association
- Glen Burnie Park Civic Association
- Ferndale Area Community Council
- Greater Pasadena Council
- Harmans Civic Association
- Linthicum/Shipleigh Improvement Association
- Severn Improvement Association
- Timber Ridge Improvement Association

Airport Noise Zone

The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires the MAA to create a certified Airport Noise Zone (ANZ) to control incompatible land development around BWI Marshall and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. An ANZ and NAP were first established for BWI Marshall in 1976. Both were updated in 1982, 1988, 1993, 1998, and 2007.

The ANZ is determined by a composite of three noise contours: a base year contour, a five-year forecast, and a ten-year forecast. The largest of the three contours in any area around the Airport determines the outline of the ANZ, thereby offering protection within the largest of the existing or future noise contours.

The contours depict the Day-Night Average Sound Level (DNL) around BWI Marshall. Both the State of Maryland and the FAA require the use of the DNL metric by all airports conducting environmental studies. The FAA also requires the use of its standard computer model known as the Integrated Noise Model (INM) for developing noise contours. The current 2014 ANZ is depicted on the following page.

Noise Monitoring Program

The MAA operates a permanent noise monitoring system that operates 24 hours per day, seven days a week. The noise monitoring equipment in place at BWI Marshall was installed in the late 1980's and is approaching the end of its useful life due to the age of the equipment and the inability to obtain replacement parts. Once the new system is installed, we will resume the presentation of noise data by tables and graphs.

